

MINUTES

SALINA CITY PLANNING COMMISSION

CITY COMMISSION ROOM

Tuesday, October 17, 2006

MEMBERS

PRESENT: Mikesell, Ritter, Schneider, Simpson, Soderberg, Weisel and Yarnevich

MEMBERS

ABSENT: Funk, Bonilla-Baker

STAFF

PRESENT: Andrew, Burger, Cline, Herrs and O'Leary

Item #1. Approval of the minutes of the regular meeting held on October 3, 2006.

The minutes of the October 3, 2006 meeting were approved as presented.

Item #2. Application #Z96-8G, filed by KMO Development Group, requesting final site plan approval to allow construction of a Popeye's restaurant in a PC-7 (Planned Highway Commercial) district on property legally described as Lot 3, Block 2 of the Riffel Addition to the City of Salina, Saline County, Kansas (aka 3029 Riffel Drive).

Mr. Herrs presented the staff report, including visual presentation of the site plan details, which is contained in the case file.

Mr. Simpson asked if there were any questions of staff from Commissioners. Hearing none, would the applicant or their representative wish to address the Commission? Please state your name and address.

Dan Richmond, KMO Development Group, 224 E. 8th St., Tulsa, OK stated I believe Mr. Herrs has done a very good job of explaining our project and I'd like to compliment your development staff; they've been very good to work with. We've worked with them through the design phase of this process and unless you have any questions, I think he's done a very good job of explaining what we're asking to do.

Mr. Simpson asked what are your hours of operation?

Mr. Richmond stated this concept is lunch and dinner only at this point in time. I believe they start serving lunch at 11 a.m., and I'm not exactly sure, some stores stay open late, I'm not sure exactly what the operational hours for the dinner traffic will be, either 10 p.m. or 12 o'clock something like that.

Mr. Simpson asked would a large percentage of your business be through the drive-in?

Mr. Richmond stated yes sir, a majority of the business is done through the drive-thru, yes.

Mr. Simpson asked any questions for the applicant?

Mrs. Yarnevich asked what is your seating capacity inside?

Mr. Richmond stated this concept has 48 seats for inside dining.

Mrs. Yarnevich asked are there 12 large tables or 12 small tables?

Mr. Richmond stated they're split between two and four-tops and then there are some booths along the front around the perimeter of the window seating.

Mr. Simpson asked do we get any samples?

Mr. Richmond stated I wish so.

Mr. Simpson stated okay very good. Any further questions?

Mrs. Soderberg stated I want to commend you for the additional landscaping that you have proposed. We appreciate that.

Mr. Richmond stated thank you.

Mr. Simpson stated thank you very much. Would anyone else wish to comment on this application? Hearing no further comment, we will bring it back to the Commission for action.

Mrs. Soderberg stated the only question I had was about the green space around the area that is unbuildable. Is that still maintained by the property owner?

Mr. Andrew stated yes it's part of the lot. Most of us on a residential lot, we might have a ten-foot easement area on our lot. They're just blessed with very large easements to mow and maintain.

Mrs. Soderberg asked are there requirements for what is to be planted in that area?

Mr. Andrew stated we don't necessarily specify that, my understanding is they're just going to use a basic turf grass for that. Mr. Richmond could identify whether that's going to be the same as the developed site, but that would be our understanding.

Mr. Richmond stated there are restrictions with the pipeline easement which makes it problematic to really do much more than turf maintaining grass basically because of the potential for maintenance activities. So our intent is to keep it obviously neat and well mowed and have a good type of grass on it that will blend in with the rest of the site.

Mr. Andrew stated neither the gas company nor Westar wish to see trees planted in any of those easements so it will be strictly a green space.

Mr. Simpson asked any further questions?

MOTION: Mrs. Soderberg stated I move that we approve Application #Z96-8G with the three stipulations as indicated in staff's recommendation.

SECOND: Mr. Ritter

Mr. Simpson stated it's been moved and seconded to approve this site plan. Any further questions or comments? If you're ready to vote those in favor say aye. Opposed?

VOTE: Motion carried 7-0.

Item #3. Application #Z03-12A, filed by Jones-Gillam Architects & Engineers on behalf of South Ohio Land, LLC, requesting final site plan approval to allow construction of an office building for Sunflower Bank in a PC-5 (Planned Service Commercial) district on property legally described as Lot 1, Block 1 in the Replat of Liberty Addition No. 2 to the City of Salina, Saline County, Kansas (aka 3025 Cortland Circle).

Mr. Andrew presented the staff report, including maps and graphics, which is contained in the case file.

Mr. Andrew stated he would let Mr. O'Leary elaborate on the sanitary sewer

system serving Liberty Addition No. 2. One of the reasons for the delay between 2003 and now on the other lots besides Kennedy and Coe's was that we did not have a sewer solution for the rest of the subdivision. That's now being worked on. So we would have a drainage impact fee for the Schilling Road ditch on this project, the drainage analysis would be deferred until a building permit was actually issued. So with that I would be happy to answer any questions about the background of the site. I think I would defer any questions about the specifics of the project or building to either Mr. Hall or Mr. Gillam. Shawn if you maybe wanted to update them on the sanitary sewer system and what's occurring out there right now.

Mr. O'Leary stated I would be happy to. Thank you Dean. Mr. Chairman, Commissioners, just quickly this area, the Liberty Addition, I think the development of these lots is now sort of catching up to the infrastructure or vice-versa we're catching up to it. It's been a very complex and I think expensive endeavor as I think Mr. Hall can attest to. There is infrastructure on a major scale that happens to pass through this subdivision and is serving many hundreds of acres outside of the subdivision, so it's been difficult and time consuming to design and construct and to finance those infrastructure systems and we're just now catching up to the where the City of Salina is financing portions of that in order to advance their construction. Dean mentioned the large ditch that is located in this location here that would be on the eastern edge of this proposed building site. It's a very large 80-foot-wide, 7-foot-deep drainage channel. Along the north side of the property is a very large 120-foot-wide by 11-foot-deep drainage channel and they're surrounded by very large drainage systems. This system was completed last year and is ready for service. At the current time we are building a very large interceptor sewer system, kind of a twin pipeline, one pipeline running on this side of the ditch and another pipeline running on this side of the ditch to serve all the Liberty Addition and areas south of there. That project is about 75 percent complete today so the sewer system will be operational well ahead of this building construction, and then as we speak, the developer, Mr. Hall, has applied for the completion of Cortland Circle starting here and running all the way around kind of a U-shaped configuration and back to the other entrance on Schilling Road. With that project we will build water systems internal to the subdivision, sewer systems and storm drainage systems, so certainly by this time next year, probably by next spring, that system will be built and ready for service and that should probably springboard the remainder of these lots into some type of development. This lot could not be developed until all of those major infrastructures systems were complete. Obviously they had to have a sewer system and that's just now being built. So that's what Dean was referring to when he said the larger infrastructure is just now coming into play and that's made this project possible. I would be happy to answer questions.

Mr. Simpson asked is there a turn lane on Schilling by Cortland, for ingress/egress?

Mr. O'Leary stated Schilling Road is a three-lane, center turn lane configuration so you do have a left turn lane, center left turn lane configuration. There is not a right turn lane at any location here. Obviously Schilling Road was designed and built before this development was in place, but even with the development and the zoning that you approved, we do not see the generation of traffic warranting the need for right turn lanes.

Mr. Simpson asked is that not a public safety hazard or anything like that?

Mr. O'Leary stated we sure don't see it. You know these kinds of uses are certainly traffic generators but they're more the 8 to 5 kind of configuration as opposed to a very heavy commercial, big box, convenience store-type of use.

Mr. Simpson stated okay. Any further questions?

Mr. Ritter asked this drainage impact surcharge, does that go to like the landowners?

Mr. O'Leary stated we set the system up to be payable at the building permit stage so it is kind of the ultimate option I guess whether the developer chooses to pass that on to the builder, the owner of the building, the owner of the land, they have lots of options.

Mr. Ritter asked is it a one-time fee?

Mr. O'Leary stated it's a one-time fee. As Dean mentioned, actually there's two impact fees, one is the drainage impact fee and one is the road impact fee in order to pay for Schilling Road. That was paid for nearly ten years ago and as these properties come online they pay their share. The drainage impact fee is a little bit unique, it's the only one we have in Salina. As Dean mentioned, it effectively provides for both the transmission of the drainage away from the property in a publicly owned drainage channel. It also provides for the storage or detention storage, so each of these lots does not have to have their own detention basin. The fee is about 12 cents per cubic foot of water. In reality as we've looked as these properties come online, they are paying about a third of what a typical detention basin would have cost them. It turned out to be a pretty good investment on all parts.

Mr. Simpson stated okay. Thank you Shawn. Any other questions of staff?

Mr. Schneider stated well just one about the height of that building. I mean you mentioned the distance to Schilling going north, but wouldn't that height be of concern if you're building to the south of that site also?

Mr. Andrew stated the maximum height in the C-5 district is 50 feet, so theoretically, on the lot to the south of this you could construct a 50-foot building and one of the things about the lots in this subdivision is that they're all in the neighborhood of three, four, five acres. So it's not like they're going to be in close proximity to each other but we're talking about a six-foot differential between the maximum height and what is proposed here. I think we have some better renditions of that. Maybe Mr. Gillam can take us through that. It might better depict what this building would look like.

Mr. Schneider asked who owns that land to the south, the same developer?

Mr. Andrew stated it's all South Ohio Land property. Are you referring to the lot directly south on Cortland Circle?

Mr. Schneider stated yes.

Mr. Andrew stated yes that's all owned and being developed by South Ohio Land.

Mr. Schneider stated so it would be their loss if there is a loss.

Mr. Andrew stated yes any impact would be felt on their property.

Mr. Simpson stated okay Jeff would you like to make a presentation?

Mr. Gillam stated Commissioners, we're very excited about this development.

I don't know John, if you've gone through all the renderings of this building. It's going to be a beautiful addition to south Salina. I think as Dean said, because of the site and the surroundings and the setbacks, we really don't see the height being an issue. As you can see here on this aerial there's

going to be quite a bit of land around the building, a lot of green space. John if you could go back to one of the elevations, the renderings I guess? The other thing you see here, all the roofs are sloped so although the Planning staff, you know when they look at it they take the highest peak, I mean in perspective that roofline's way back behind the facade so the six-foot extension is actually pretty minimal. It's not like you've got a flat face going up 56 feet. So we don't see that as an issue. We hope that you don't.

Some of the things I'll just touch on, the sidewalks, we are planning on building those as part of this development. The drainage, we're looking forward to working with staff as we prepare for submitting for a building permit to work out those issues. But as Shawn mentioned, we've got a large drainage ditch to the east of us which we're probably going to drain 50 percent of our water into. The other 50 percent will be broken up into some of it going north which will also go into the Schilling ditch and then some of it will go to Cortland which will find its way back to the north ditch as well. So the site is well served for drainage so we don't see that as an issue. Signage, we don't have it designed at this time but this is not a retail facility, this will be their operations building. So the signage will be very professional. We're talking to them about doing a brick planter or terrace planter out on the corner of Schilling and Cortland. They will probably have some signs on the building but as Dean said, we probably won't even get to 50 percent of the allowed signage on that building because we're not really advertising for any retail service. That trash enclosure is on the back. It's not depicted here but on the site plan, we're working with several entities there. We'll have a trash enclosure, there will be a small storage area, and then we'll also have a backup generator in that facility. That particular building or enclosure will be made out of brick to match the building. A portion of it will be roofed and a portion not, so again, it will be well screened and will look quite attractive. I think that really closes out anything we had to say. John do you have the walk-around? I don't know if he's shown that yet, just to give you a little bit better idea of the overall look of the facility. Again we're quite excited about it. This is as you're entering Cortland looking at the north face of the building and then coming up to the west face.

There are primarily two entrances with staff using the west entrance and they do have some vendors and things coming in on the north that they'll probably leave some of the north parking available for that. This is more of the north facade. This is looking at more of the east and north corner, same thing north and east corner. This is more of the south facade. There will be a small loading dock as you see where the van is there for them to take some of their products mainly paper products and banking supplies. Do you have any questions or concerns?

Mrs. Yarnevich stated I have a question again about the height. It's not that I object, I just am curious. Thirty-four feet is the three stories?

Mr. Gillam stated yes as you look here at the actual parapet of the building, the facade, the 34-foot height that I think Dean's talking about is here.

Mrs. Yarnevich stated okay so that leaves 22 feet of roof height, because it's 56 feet tall?

Mr. Gillam stated we've got some entry peaks that jut up and they're up about an additional six feet and then you do have the slope of the building going back. John I don't know if you can find, there's an aerial view. You can see the large boxes that we have on the roof, those are some of the air conditioning and HVAC units that we're trying to screen and hide and believe it or not those things are going to be up around eight to ten foot in height. It is about an 80,000 square foot building so we've got a lot of equipment that we're trying to hide and screen. So by running the roof up at roughly a 5 and 12 slope and cutting out the center, it does allow us to hide a lot of that mechanical equipment which is much more attractive than having it on the ground or where people can see it. Does that help?

Mrs. Yarnevich stated yes; it just seems like a lot of roof.

Mr. Gillam stated yes this is a three-story building with a basement so you're basically looking at four full stories. Kennedy and Coe has only two stories with a basement so this is one full story higher. The floor to floor heights are very similar.

Mrs. Soderberg asked who will be the actual owner of the building?

Mr. Gillam stated Sunflower Bank. One thing I might mention just to put in your hat. As we've worked with other towns and locations, we've seen on some of the planning that they're actually allowing the height of the building as you provide more area around the building, that the height actually steps up with the amount of area around it. And again this perspective as Dean said, from Schilling we're already just to our property line almost 100 feet back and then with the parking we're probably another 150-200 feet back. So just the perspective of that building as if it was put right on the street is quite a bit different. Any other questions? Thank you very much. We would ask that you approve this and we're okay with staff's recommendations.

Mr. Simpson stated we appreciated your presentation.

Mrs. Yarnevich stated I had one more question of Dean. If we allow the extra six feet does that set a precedent that it'll keep climbing in this area?

Mr. Andrew stated we think this is a very positive thing. The alternative is to have a flatter roof but then you have the equipment up there and then you're looking at the equipment instead of the roof. So I think you've been provided with sufficient information on that, and I would agree with Jeff, it's somewhat artificial the way the Zoning Ordinance measures the height of buildings because we measure to the peak of the roof and this is not a flat-roofed building that's going to have a 56-foot face at the street. It's only a minor part of the building that's actually that tall. So I think if you're satisfied from our standpoint we looked at what amenities would be gained. The amenity that is gained is the screening of the mechanical equipment on the roof, and so to us that justified the roof as it was designed.

Mrs. Yarnevich stated I had one more question. In making the recommendation, on the opposite page we have conditions of approval for Liberty Addition Number 2, do those have to be included in the motion?

Mr. Andrew stated they are already in place, those were just there to both inform the Commission and remind the applicant. As opposed to repeating those in the report we just attached them and are saying that those are already in place and they don't have to be part of this action.

Mrs. Yarnevich stated thank you.

Mr. Simpson asked any other questions? Would anyone from the public wish to make comments on this application? Hearing none, we'll bring it back to the Commission.

MOTION: Mrs. Yarnevich stated I move we approve Application #Z03-12A subject to the five conditions set forth by staff in the staff report.

SECOND: Mr. Mikesell

Mr. Simpson stated it's been moved and seconded that we approve this application. Any further questions or comments? There appear to be none. Those in favor say aye. Opposed?

VOTE: Motion carried 7-0.

Item 4. Application #Z06-8, filed by the Salina City Planning Commission, requesting the addition of Section 42-420 North Ohio Gateway Overlay District to Article VII, Planned Development Districts, of the Salina Zoning Ordinance. Continued from October 3, 2006.

Mr. Andrew stated well one thing we're working on is fleshing out the things that you see in the packet as it relates to those topics. We've had some internal meetings as a staff and talking about the approach to permitted and prohibited uses but then also looking at outdoor storage, surfacing, landscaping, things of that nature. But we thought before we focused in on the language part that we'd take a step back and look just from a graphic standpoint to make sure everybody understands the various aspects of the corridor, and I thought we would start with this map which basically everything that's inside the red markers there is inside the city limits. So we have an island that's out at the I-70 interchange, that's Flying J, that's Harley Davidson, Kenworth and the Foley property that we looked at. All that area there is annexed because it's part of a benefit district for water and sewer service. So if you look at the corridor as a whole it's pretty sparsely developed, it's mostly concentrated at Ohio and I-70 with what I would call service or highway traffic oriented uses and then some industrial uses concentrated at the Ohio-Pacific intersection. But we have here the delineation of that big gap in the middle. The other thing that you'll notice is on the left hand side there that notch which is owned by the Beverly Family that we refer to as the Beverly Tract. That is a pretty significant part of the future corridor and all of that today is outside the city limits. It would certainly need to be annexed to get all the services it needed for full development, but that's an important aspect of this. The other aspect of this is this area, the light blue area you see delineated there is flood plain and flood plain is an area that's subject to flooding, but you can generally build there as long as you build your building to a certain elevation. The kind of hatched area there is floodway where no type of filling and no kind of structures or obstructions are permitted. So if you look at this corridor you've got an area there where you can develop up to the levee, a little bit of an area beyond the levee but then you have a gap in there where it's really going to be problematic to actually develop or construct any buildings. So when you look at this as a corridor, the idea that it's going to be lined with buildings or development all the way out to I-70 is not realistic. It's not realistic to expect anything to be built in that area there. If you could go to the benefit district John. This refers back up to the interchange area. This is the benefit district that was created. It's a two-tiered district so that the properties that are closest to Ohio pay a slightly higher percentage because they're more ready to develop, whereas the property towards the back may have some additional investment or line extensions that they might have to do to make that property developable. But for now this is the extent of what we see as the developable property near I-70. I think our next graphic just depicts where, and it may be very hard to pick up, you might have to zoom a little bit John, but this is an aerial photo and the green line and the blue line there are on the east side of Ohio. They depict what was done there which is the installation of a 12-inch water main and an 8-inch sewer line on the east side of Ohio, and they took the place of private lines that were previously serving Flying J. But there is a total of 164 acres in there that have been annexed and made a part of that benefit district. Farther south by the flood control levee we do have water along Ohio but there is no real public sewer system down at Ohio except for right at the intersection. Just to show you what our current comprehensive plan says, our next slide, and we'll have to zoom back, but the color purple delineates future industrial development. So you'll see that except for some very finite areas there at the interchange and kind of crowded around what was previously the corner of Ohio and Pacific, the plan is showing some commercial there, most of the developable property in the corridor is shown as some sort of future

industrial use. We do have some challenges on the Beverly Tract inside the levee in terms of drainage and I'll let Mr. O'Leary kind of elaborate on what the drainage plan is for the intersection and what the long-range plan would be for Pacific and the area to the north.

Mr. O'Leary stated thank you Dean. I see this drawing in my sleep some days. We've been working on this project for so many years now. You might have read this week that we're pleased to announce the bridge here which is the sort of gold color there which is the whole essence of the North Ohio overpass is expected to be complete and open to traffic by Thanksgiving which is very exciting, very exciting, and that of course allows us then to go into the old Ohio Street which would be just east of there and reconstruct that into what will become the North Ohio Street Frontage Road to these properties here. Of course Ohio Street will be closed from that point north into this area and the outline in blue and gold becomes the new North Ohio Street with a bridge over the tracks. Dean mentioned the drainage. I might just again acclimate you to the drawing here. With the elevation of the overpass and as we come down from the south and come back to grade here, we don't get to the existing grade of Ohio Street until this location here which happens to be just south of the A-Plus Galvanizing Plant driveway right there. That caused us to have to close Pacific Avenue and US Highway 40 which used to come right through there. You can see the cul-de-sacs on each side so we've retained those roadways but this will be called Pacific Court, this will be called US Highway 40 Court because they will be dead-end, cul-de-sac streets. All the properties will remain in service with the exception of this property that was acquired for the project, but the rest of these properties will remain just as they do today and they will gain access off of these two cul-de-sac streets. That causes the realignment of the actual Pacific Avenue here, kind of this s-curve here and then another s-curve coming back onto Highway 40 tying back in there, a brand new multi-laned intersection here with a new traffic signal. The traffic signal is already there but we haven't opened it to traffic. We'll do that around Thanksgiving as well. When we did that, the old drainage system for the area was a series of pipelines that are still there, they actually run under the tracks, they go all the way down Ohio Street. They actually discharge into Lakewood Lake. I think most people don't realize that this property right here used to drain into Lakewood Lake. It did and it still does. With that we added another system of pipelines. In order to save about a million dollars on this project, they were able to reduce the size of those pipelines by creating two large detention basins on either side of the overpass. Those will serve as wet-bottom ponds. They will serve as aesthetic features, that'll be the thing most people I think see and appreciate. These are literally ten acre parks and almost 20 acres in land, ten on each side of the overpass that will contain roughly eight surface acres of water theoretically if we ever get water again in this region, and they will be surrounded by plantings, very elaborate landscaping, trees, and plantings and will literally look like a very beautiful, and will serve as a very beautiful park entrance to the city. Those water bodies while they will look like aesthetic features, their primary purpose was really first to provide dirt for the project. We had about 300,000 yards of dirt that we needed. We saved about a million dollars by borrowing from our own property and we saved the other million dollars by not having to build storm pipelines under the railroad tracks and down to Lakewood Lake and storing the water here instead. So it was a very excellent design on behalf of Wilson and Company here in Salina. Those ponds then will be the runoff feature or the collection feature for properties here that we'll develop and then properties partially here. Most of this water actually runs to the north but the frontage here will actually drain in this direction, same is true over here. So those two blue areas there are going to serve many functions. As I said I think most folks are going to think that they are nothing more than a beautiful aesthetic pond but from our point of view, they are really serving a very important drainage function and they are saving us a lot of additional pipelines and other infrastructure underground that would have had to be

built to deal with the additional runoff coming from those properties. The other point of confusion I have found, again I have looked at this so much it's embedded in my mind, but we only acquired about ten acres here, the remaining 20 acres or so right there is left in the hands of the owner, the Beverly Trust here in Salina. So they will have a large area for development of buildings here and then of course a very large area here for development of buildings. They are north of the realigned Pacific. The same is true over here. The Mai Family owns all of this property and they are retaining this tract of land here that can be used for new buildings and new developments and of course all the remaining property around the Galvanizing Plant could be used for additional development as well and all of those properties are now served by this new transportation system, drainage system, and as Dean mentioned, as we continue to develop utility systems to serve this area into the future.

Mr. Andrew stated I think we have a detail John just briefly on the drainage plan. As I understand it we also have a plan for upgrading Pacific back to the west towards the city limits. Could you go to slide number 8 then John? Just to give you an idea, when we talked about scattered development or sparsely developed, this is a map that just depicts what the current land uses are in this corridor or next to this corridor today. You can see that there are about three houses that are actually on Ohio proper that have frontage there. There's a few off either direction on Stimmel Road and there's a few scattered buildings along the corridor now but a good part of the frontage is currently vacant and in the south it's kind of industrial, out by the interstate it is commercial. I think our final one is just to give you an idea of what the current zoning pattern is. We have up at the interchange Light Industrial and Highway Commercial zoning. The unplatted pieces that are annexed are currently zoned Agricultural. There's the one house there that's zoned Residential Suburban, and then if you go to the south to the Ohio/Pacific area, the portion to the east where A-Plus Galvanizing is located, is I-3 Heavy Industrial. The Beverly Tract is in the county but the County has an industrial zoning designation on it. So you can see except for out at the interstate and a place where Kenny's Auto Body is on the north side of Pacific, it is primarily industrial in the area. And I think just to close out, we had a visual reminder again of what the north entryway or the north approach to the overpass would look like. So what you see on the left hand side of the screen is those detention/retention ponds and then the proposed landscaped treatments for the bridge approach and the intersection there. So we wanted at least to display those maps so that when we started talking about the substance or actual development standards in the corridor that you got a feel for what was actually developable in the future, and I think the most important thing is that no matter what because of the floodway and the flood-prone nature of that area, it's simply not going to be full development all the way to I-70, there's going to be a gap in there. Our next step is to flush out the substance of what an overlay district might consist of.

Mr. Simpson asked any questions?

Mrs. Yarnevich asked did you say there was going to be where the highway is now, the road what do you call that?

Mr. Andrew asked the existing four-lane Ohio that's at ground level? Yes that will remain. You still have to have that in place to provide access to Woodland and Prospect and those streets in there and the lots on the east side that have frontage on the existing Ohio Street, the old Lamone Candy and those buildings.

Mrs. Yarnevich asked but to get to the courts, Old 40 Court and Pacific Court, if you're coming from the south you're going to go up and all the way around right?

Mr. O'Leary stated that's correct. You would literally, again this bridge is going to be at car level or driver level, you're going to be about 35 feet above the current ground elevation today and you'll come off and tie back into the intersection, here you could take a left turn in the left lane, come back, and then enter the court here or vice-versa there. This again is a greatly misunderstood part of the project too. We've spent a lot of time obviously looking at lots of options left, right, down the center, tunnels, you name it. Obviously we chose to go west and above ground but in order to do that we had to realign this area. We have Woodland Avenue, Prospect Avenue, and Van Horne here and we opted not to take any property in there with the exception of the one, unfortunately Miller's Market, that used to sit right here. The only reason we had to take that property was to realign the old Ohio Street into the new Van Horne and to do it at a distance away from the intersection so trucks could maneuver and so on. That was an unfortunate aspect of the taking of the property there, but that's the only reason we did that. You can kind of see that little s-curve right there. It will rebuild Ohio Street into a little narrower street, it's about five feet narrower than what it is today, but it will serve as a very low volume frontage road at grade. It'll have a bridge literally right almost within reaching distance away of course, and then it'll have very elaborate landscaping in the intervening space between the road and the bridge, and elaborate landscaping here at the intersection, and then just beautiful work here on the north. I think probably it's been our failure in marketing, we're not good at marketing, we're better at planning and engineering I think. But we really haven't sold this project I think to the general public as to the magnitude of what we're doing here in terms of the aesthetic features of this project. It is just going to be incredible the kinds of work that we're doing with landscaping, public art, the features on the bridge, and then what is called the south gateway here and north gateway there. So one of those things that I think when it's finally done next spring I think finally folks are going to realize what all the interest has been with the public artist and landscape architects and others who have spent literally years trying to design something that's not just a bridge, this is something very special that will change Salina forever.

Mrs. Soderberg asked what's the actual north/south boundaries of the overlay?

Mr. Andrew stated what we're talking about is that the north boundary would be I-70 and the south boundary would be North Street where Casey's General Store is there and so it would start at ground-level and then would, we'd have the overpass portion but you'd still have the land that's on the old portion of Ohio.

Mrs. Soderberg stated okay that's what I thought.

Mr. Weisel asked can you tell me when the last time there was a flood in that flood area up there, the floodway?

Mr. Andrew stated I think maybe one other time in the 90's, but certainly in 1993 Ohio Street was closed because of the water coming down Stimmel Road and essentially it's Mulberry Creek taking a shortcut. I think Mr. O'Leary could elaborate, but most of the water is coming from the west and trying to get to the Saline River to the east and the shortest route for it is down Stimmel Road.

Mr. O'Leary stated that's correct. I've only witnessed, been here since 1990, so I've only witnessed that flood and I think you could almost draw this map off of the flood waters in 1993. It was absolutely incredibly similar to what is shown here on the map. Ohio was closed and the water did flow in this direction. You did have flood waters in the lighter blue areas but it was shallower and not as damaging. I think if you go back in history you'll see flood periods in Salina in the early 80's, late 70's, early 70's, early 60's, and of course the 1951 flood we were all under water as I understand from the

reports that I've read. But each of those events, each of those flood events have proven to, of course it resulted in these flood maps effectively and that's exactly what happens as Dean said, the water is trying to find it's way back from the Mulberry to the Saline and this is a very low-lying area. You really can't see with the naked eye if you drive there it all looks the same, but in reality there's just enough elevation change where the water covers this hatched area that doesn't quite get up into these areas. As Dean said, no matter what we do here short of another levee system, that area will remain probably in agricultural use. It just won't ever have a functional use for buildings, but buildings can be placed and development can be placed in the lighter blue areas very effectively and with good long-term benefits. You might recall as interesting as things turn out, we were looking at the soccer complex about three years ago and when we started the soccer complex development, it was going to be right here. That was the first tract of land, 62 acres, that was our location of choice. For many reasons, it was accessible to the Interstate, it certainly had access to Ohio Street, utilities, and so on. But one of the other reasons we chose that was because it was floodway property and a good use of floodway property is recreational facilities. If you look around Salina we've done some terrific work over many years. Bill Burke Park is a floodway, the current soccer complex is a floodway. So we've made good use of floodways for other things that are not the conventional development and there are many good uses that we might see for this property beyond just agricultural purposes over time.

Mr. Weisel stated and one last question. On the subject of the two water features over there by the bridge, those are going to only have water in them when there's runoff?

Mr. O'Leary stated that's an excellent question. We've been really wringing our hands or racking our brains in recent months. To be honest with you, the water shortages and the conservation issues have changed our outlook on almost everything we do in Salina, and to be candid, these were intended of course to be wet-bottom ponds with runoff from the development. We knew that the development was not going to be there when we finished the ponds and so there would be a lagging period there when we might have to supplement these ponds with well water. We did acquire a well from the Beverly Tract, but when we purchased that property and the well used to be located right here for agricultural purposes, and we had well water rights and we certainly were within the City's right to use that well to supplement these ponds until development catches up with the runoff. Right now we're very concerned about the notion of using water to pump it into a pond like this even though we do have that today in Jerry Ivey and other places. So we are looking at some alternatives to be a little bit more sensitive to water conversation. We may reduce the surface area, we may get it down to a smaller space for water, in the short term use some more green space around the ponds. We're working with our landscape architecture team out of Kansas City as we speak to stay true to the spirit of a beautiful aesthetic feature here, but at the same time be a little bit more sensitive to water conservation. When we designed this three years ago water conservation was probably the farthest thing from our minds in terms of use of these ponds.

Mr. Simpson stated we talked about this a bit last time with the presentation of xeriscaping, but the two applications approved today of course have landscape requirements and there's ten more trees or 12 more trees or whatever and 36 shrubs. How are we really looking at that you know the overall watering requirements of the development?

Mr. O'Leary stated I think there's a lot of work to be done certainly in the grand picture. That was a good precursor to xeriscaping and that's exactly what Salina needs to be doing. I think it's going to take many years to get that culture established with our design professionals and owners. I would

say that the firm of Patty Banks Associates is the landscape architecture firm here, they're an excellent firm, and fortunately we did develop using a professional firm and their design as you see on the screen is a xeriscape design and it was that way two years ago. So they've been very sensitive to that and have used low water use designs and plantings and irrigations systems as you can have in an area like this. So we're fortunate that they were mindful of that but I suspect we'll see even a tightening of those standards over time.

Mr. Simpson asked are there any other questions or comments? Dean other matters?

Mr. Andrew stated I guess for other matters we will have a meeting on November 7th and 21st as well. It won't be the 7th I believe it may be the 21st; we should have a modified plan coming back for the conversion of the Shalimar Health Center. It's our understanding that there have been a number of meetings between the neighborhood representatives and the owner and that a modified proposal from what was proposed earlier will be part of that. Just a couple housekeeping matters, we put a flyer, a brochure in here about the State of Kansas Planning Chapter offering Planning Commissioner training workshops. I wanted to let you know that we do have funds set aside in the department budget for any Commissioners who are interested in that type of more in-depth training and getting into the legal nuts and bolts of decision making and what we're empowered and not empowered to do. So we wanted to make that knowledge available to you that we will provide that at no cost to you. The other housekeeping matters, at the close of the meeting we have some Board orientation notebooks that are for all new Board and Commission members in the city. Some of you already have yours, some we need to handout here at the meeting. They're from the City Manager's office. Then the final item, we'll try our headcount again, but at the close of these meetings we're coming up with six meeting notebooks at your places up there and we've got nine Commissioners. At one time we had nine notebooks; we're not sure what happened. Some of them may have been taken home to read or inadvertently taken home not to read. Anyway we have found that from nine we now have six. So if you find that you may have accidentally taken it home after a meeting or something, if you could return that so that we could have nine books for nine members. We're certainly willing to make some more but we wanted to check to see if maybe somebody had taken their's after a meeting. So that's all we have for this evening. I think Dustin's got a list of names of Commissioners who need their orientation notebook.

Meeting adjourned by Jerry Simpson at 5:13 p.m.

Dean Andrew, Secretary

ATTEST: _____